



Quick Notes

from the Idaho Office of Highway Safety

July 5, 2011

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2011 Fatalities on Idaho Roads = 61*

General Message from the Highway Safety Manager

Hi Highway Safety Partners,

Historically during the July 4th holiday, Idaho experiences a significant increase in the number of fatalities. The preliminary reports from this past holiday weekend indicate that Idaho experienced two fatalities, both involved All-Terrain Vehicles (ATVs) that were operated on public roadways. While even one fatality is one too many it appears that Idaho had a much lower than average fatality experience during this holiday. This reduction is good news. Thanks to all our highway safety partners in this effort.

I want to share with you an engineering device that may help pedestrian safety. Idaho has recently started using a device at pedestrian crossings known as the Rectangular Rapid-Flashing Beacon or RRFB. Drivers generally do not yield the right-of-way to pedestrians in marked crosswalks at non-signalized sites. One alternative to in-roadway signs and yellow flashing beacons is to add yellow LED RRFBs to the pedestrian warning signs. These LED RRFBs are similar in operation to emergency flashers on police vehicles. If you look closely, this photo shows an RRFB (light bar) mounted directly below a pedestrian warning sign at a crosswalk.

To provide a more objective understanding of the effects of RRFBs, the Federal Highway Administration conducted a study of these pedestrian warning devices to determine whether they increased driver yielding to pedestrians.

These experiments show that the rectangular LED yellow rapid-flashing beacon appears to be an effective tool for increasing the percentage of drivers yielding right-of-way to pedestrians in crosswalks at sites where drivers rarely yield to pedestrians. Perhaps your community would be interested in investigating the installation of this safety device in areas where pedestrian crossing safety is of concern.

This is just one example of the “engineering” arm of the “4Es” working together to reduce death and serious injury on all of Idaho’s roadways as we continue the quest *Toward Zero Deaths*.

Take care and have a great week.

Brent Jennings, PE
Highway Safety Manager



Summer Aggressive Driving Campaign (July 15-26, 2011)

The Summer Aggressive Driving campaign is scheduled to kick off in less than a month! The focus for the campaign will continue to be Speed enforcement. In the past few years, the campaign has targeted all aggressive driving behaviors. In 2009, data does show that speed was a major contributing factor in a majority of crashes.



Below is a list of agencies who have been awarded funding to participate in the July mobilization. If you do not see your agency listed below and you are interested in participating, please contact Cecilia Awusie @ 334-8112 or Cecilia.Awusie@itd.idaho.gov.

For this mobilization, ONLY overtime reimbursement funding is available

<i>Region 1</i>	<i>Region 2</i>	<i>Region 3</i>	<i>Region 4</i>	<i>Region 5</i>	<i>Region 6</i>
Bonner CSO	Clearwater CSO	Ada CSO	Gooding PD	Bannock CSO	Bonneville CSO
Bonnerr Ferry PD	Grangeville PD	Adams County	Hailey PD	Bear Lake CSO	Clark CSO
Coeur d'Alene PD	Idaho County	Boise PD	Heyburn PD	Bingham CSO	Custer CSO
ISP Region 1	ISP Region 2	Boise CSO	ISP Region 4	Caribou CSO	Fremont CSO
Kootenai CSO	Lewiston PD	Caldwell PD	Jerome PD	Chubbuck PD	Idaho Falls PD
Ponderay PD	Moscow PD	Canyon County CSO	Jerome CSO	ISP Region 5	Iona PD
Post Falls PD	Nez Perce CSO	Emmett PD	Lincoln CSO	Montpelier PD	ISP Region 6
Priest River PD	Orofino PD	Fruitland PD	Minidoka CSO	Pocatello PD	Jefferson CSO
Rathdrum PD		Garden City PD	Rupert PD	Power CSO	Lemhi CSO
Sandpoint PD		Homedale PD	Twin Falls CSO	Shelley PD	Madison CSO
Shoshone CSO		ISP Region 3	Twin Falls PD	Soda Springs PD	Rexburg PD
Spirit Lake PD		Meridian PD	Wendell PD		Rigby PD
		Nampa PD			Salmon PD
		Owyhee CSO			St Anthony PD
		Parma PD			Teton CSO
		Payette CSO			Ucon PD
		Valley CSO			
		Washington CSO			

Reducing Fatal & Serious Injuries for Motorcyclists

In 2010, with the implementation of the Strategic Highway Safety Plan (SHSP), the committee has proactively been committed to reducing fatal and serious injury motorcycle related crashes. One of the projects this team has been working on for the last several months is the Motorcycle Safety Fatality Summary, using crash report data from 2009-2010. The next step will be to include serious injury data. We think you will find the results pretty surprising.

Idaho Fatality Summary - By Lane Triplett, SHSP Motorcycle Team Member

For the past few months, I have been gathering data from the State of Idaho Vehicle Collision Reports for Motorcycles for the years 2009 and 2010. This project began during one of the initial planning sessions for the Idaho Strategic Highway Safety Plan (SHSP) Motorcycle Safety Committee. One of the strategies outlined was to analyze the data and identify some of the circumstances contributing to Idaho's motorcycle fatalities. This analysis is a work in progress and more information and data will be added as it becomes available.

There were 34 fatalities in 2009 and 28 fatalities in 2010 included in 59 reports. Three reports include 2 victims. Five of these 62 fatalities were passengers. The following chart is a sampling of causation factors. Some crashes include one or more factors. While it is possible that some of the single vehicle crashes may have been affected by an unreported animal or other vehicle, there is no data, physical evidence, or statements within the reports to support such occurrences. (Note: It is a coincidence that the totals for Single and Multi-vehicle fatalities match the yearly totals.)

Single Vehicle Fatalities - 34		Multi-vehicle Fatalities – 28	
Rider Error	27	Rider Error	16
Questionable RE	1	Driver Error*	12
Run-off Corner	22	Rider Violated Driver's ROW	3
Wild Animal	3	Run-off Corner – Head on Crash	3
Positive Alcohol/Drug Test	14	Rider Rear-ended Rider	3
Medical	1	Positive Alcohol/Drug Test	6**
Equipment	2		

- One of the 12 fatalities that were driver error had contributing line-of-sight issues. The signal operation at that intersection has since been changed.

** One of these was an intoxicated automobile driver and two riders were under the legal limit at .01 and .024.

Of the total 62 fatalities, 43 were identified as rider error and 1 is questionable. This means up to 44 out of 62 were due to rider error. Eleven of the fatalities are without question the fault of another vehicle operator. This analysis does not include detailed information on serious injuries, levels of injury (A, B, C) or other involved crashes. There may be additional reports or information that would indicate the other driver to be at fault in some crashes.

It should be noted that 18 fatalities were out of state riders (16 riders, 2 passengers) and none of their endorsement information is known at this time. Of the 43 Idaho riders involved in fatal crashes, 26 had their motorcycle endorsement, and 17 did not. Two of the riders had no driver's license at all, and 2 were riding on suspended licenses. Of the 43 Idaho riders, only 7 had taken a rider training course and one had failed. In three of these crashes, the rider survived but the passenger did not.

It is commonly believed that motorcycle fatalities are generally young men on sport bikes and/or riders not wearing helmets. Here is what the data tell us on these topics:

Ages of the Fatalities		Types of Motorcycles		Helmet Use	
Under 20	1	Cruiser/Tourer	45	Wore a Helmet	23
20-29	9	Sport Bikes	8	Novelty Helmet	2
30-39	9	Dual Sports	2	No Helmet	36
40-49	14	Off-Road	4	Unknown	1
50-59	16	Total	59	Total	62
60-69	10	Gender		Location	
70-79	2	Male	58	Rural	44
80-89	1	Female	4	Urban	15
Total	62	Total	62	Total	59

Of those 36 without helmets, 4 incident reports indicate severe head trauma. Of those 23 with helmets, 4 incident reports indicate head trauma. Actual causes of death were not available.

Primary conclusions from this initial analysis:

- **We (riders) are killing ourselves at a far greater rate than we had ever assumed (~69% – 71% rider error)**
- **69% of victims are over 40 years old and 48% are between the ages of 40 and 59**
- **Corners are the biggest killers (~40% run off corner)**
- **39% of involved Idaho licensed riders did not have a motorcycle endorsement**
- **Drugs and alcohol contributed in many cases (~29% alcohol/drug involvement by riders)**
- **Drivers violating riders' right-of-way is also a contributing factor (~18%)**
- **Only 14% of involved Idaho licensed riders had passed a rider training course**

Training Opportunity for Law Enforcement – elImpact and WebCars

The Office of Highway Safety has just rolled out a major revision of the elImpact software. All users of the software are encouraged to take advantage of the training opportunity to be trained in the use of the program and to know what the new and improved program entails. ElImpact is the program to collect crash information. There will be two training classes:

1. elImpact 101 for officers unfamiliar with the program
2. elImpact 4.0 for veteran officers, approving officers and office personnel who enter information into the elImpact software.

We would encourage Law Enforcement agencies to contact either Carroll Dodd (208) 334-8620 or Kelly Campbell (208) 334-8105 or Kelly.Campbell@itd.idaho.gov to schedule your agency's training opportunity. Kelly is also available for WebCars training. WebCars is the analysis software for the crash database, and can provide information helpful to Law Enforcement agencies and planning organizations.

Youthful Drivers

Two teen groups will be traveling from Idaho to attend the Northwest Alcohol Conference “Youth Track” July 13 and 14. The Nampa Mayor’s Teen Council and Blackfoot/Bingham Youth Advisory Group will travel to Scottsdale, Arizona for the conference at the Hyatt Regency Gainey Ranch and bring back new ideas on traffic safety and reducing impaired driving, fatalities and serious injuries. When the youth return, they will be sharing the information with youth groups, schools, communities and in the Quick Notes. More information on the conference is available at <http://www.northwestalcoholconference.org>

The Under YOUR Influence newsletter provides a good resource for underage alcohol consumption and impairment during the holidays and summer. Read more at <http://campaign.r20.constantcontact.com/render?llr=m5t6oecab&v=001oBPX2EUZHJOUc-n24l34skAJDnAhWy4b3hG9XxpmB8L2q801-LJNDA5Ci-TkXoHKCAckj3en5k3OK8z6BjjQTjF67hsWICg9YeYI33vZWP4yK6i-hgvaCbo7MXy-Khx>

CALENDAR OF EVENTS

If you would like to add an event to the calendar, please send an e-mail with the event details to lisa.losness@itd.idaho.gov

Date	Event Description
July 7, 2011	Alive at 25 Class , 5:30 pm Bingham County Sheriff’s Office, Blackfoot http://aliveat25.us/id/find-a-course
July 9, 2011	Alive at 25 Class , 8am Kootenai Fire Station #2, Post Falls http://aliveat25.us/id/find-a-course
July 11, 2011	Alive at 25 Class , 4pm Boise Police Department, Boise http://aliveat25.us/id/find-a-course
July 15, 2011	Alive at 25 Class , 5 pm Nampa Civic Center, Nampa http://aliveat25.us/id/find-a-course
July 16, 2011	Alive at 25 Class , 5pm Rexburg City Hall, http://aliveat25.us/id/find-a-course
July 15-26, 2011	AGGRESSIVE DRIVING Traffic Enforcement Mobilization – Statewide, Contact: Cecilia Awusie, OHS GCO, Cecilia.awusie@itd.idaho.gov (208) 334-8112
Aug. 3, 2011	SHSP – committee chair meeting – 9:00-12:00 at ITD
Aug. 7 – 13, 2011	National Stop on Red Week Federal Highway Administration http://safety.fhwa.dot.gov/intersection/redlight/outreach
Aug. 10, 2011	Alive at 25 Class , Kootenai Fire Station #2, Post Falls http://aliveat25.us/id/find-a-course
Aug. 26-Sept. 6, 2011	IMPAIRED DRIVING Traffic Enforcement Mobilization – Statewide, Contact: Kevin Bechen, OHS GCO, kevin.bechen@itd.idaho.gov (208) 334-4467

*Data limitations: the number is based on information provided by law enforcement agencies on crashes resulting in a death that occur within 30 days of the crash. Data is preliminary and is subject to change. Total is the number of persons killed.